NEW JERSEY CLEAN AIR COUNCIL

Draft Approved: 3/12/08

NJ CLEAN AIR COUNCIL MEETING RECORD
February 13, 2008, 9:30 a.m.
Rutgers EcoComplex
1200 Florence-Columbus Rd
First Floor, Room 105 & 106
Bordentown, NJ 08505

CALL TO ORDER: James Blando opened the meeting.

COUNCIL MEMBERS PRESENT: All of the Council members were present with the changes noted below. (**See Attachment 1 – Attendance Sheet**)

EXCUSED: Ferdows Ali, Joseph Constance, John Elston, Richard Lynch, Joseph Spatola, Jim Zhang, Irwin Zonis
SPEAKERS: Bill O'Sullivan, Director, Division of Air Quality; David Specca, Acting Director, Rutgers EcoComplex
VISITORS: Kelly Moretta, Schering-Plough Corp., Sue Shannon, and Sharon Haas, NJDEP

Meeting Record

Roll call was taken. Chairman called for motion to approve the January minutes. Jorge Berkowitz made the motion to approve January minutes. Dr. Bielory seconded the motion. The January minutes were approved by a unanimous vote.

Administrative Report

Presented by Bill O'Sullivan, Director, Division of Air Quality:

1. Landfill Gas—PPL Distributed Generation submitted an application in June, 2007, to generate electricity from the Cumberland County landfill. Air Quality modeling and health risk assessment showed that the plant will not cause any adverse impacts. The Air Permitting Program is having a 30-day public comment period this February.
2. Carbon Offsets—NJDEP prepared comments in response to the Federal Trade Commission's (FTC) "Green Guides for the Use of Environmental Marketing

Claims." The comments recommend the FTC institute a program of increased accountability for offset marketers and the projects they market, standardized methodology for calculating project reductions, monitoring systems to ensure reductions actually occur and a consumer education program on the nature of the offsets and the potential for fraud.

3. Low Emission Vehicles (LEVs)—Fourteen of the sixteen large and intermediate volume automobile manufacturers, representing approximate 94% of vehicle sales in New Jersey have opted-in to the NJDEP's voluntary program aimed at encouraging the early delivery of cleaner 2009 model year vehicles, prior to the mandatory introduction date of January 1, 2009. The opt-in manufacturers agreed to ship only California certified LEVs for all 2009 model year vehicles delivered for sale in New Jersey on and after February 1, 2008. Dave West estimates that over 100,000 LEVs will be introduced early under the voluntary program.
4. NJ Transit Rail Yard Modeling—The NJDEP presented the results of its air quality modeling and risk assessment for the NJ Transit rail yard in Raritan on February 19, 2008. The modeling and risk assessment was performed in response to citizen complaints about noise and odors from idling locomotives at NJ Transit's rail yard. Since the modeling process began, NJ Transit announced an Idling Minimization Program, whereby locomotives are shut off within 1 hour after returning to the yard for the evening, or when laying over in the yard for more than 1 hour, when ambient temperatures are above 0° F.
5. Air Monitoring Data—Data from the NJDEP's air monitoring system is now being transmitted in near real time, once every three minutes, to the Law and Public Safety's Emergency Preparedness Information Network (EPINet) system. EPINet is an effort to provide the New Jersey Homeland Security community with the ability to more effectively plan for, respond to, and recover from man-made and natural disasters. It combines the air quality and other data with information such as Coastal Evacuation Routes, hospital and shelter locations, and NJDOT traffic information (including real time camera shots). The data are displayed in geographic format.
6. Diesel Program Outreach--The Diesel Risk Reduction Program, in cooperation with the Division of Compliance and Enforcement, will be spearheading an effort to conduct outreach, education and enforcement to reduce nonroad vehicle idling in the construction sector. The outreach effort will target all the major construction trade organizations throughout the State. The outreach effort will last for approximately 6 months, followed by issuance of a Compliance Alert and then "enforcement sweeps" of either large construction projects or construction projects proximate to sensitive receptors (i.e. schools, hospitals, etc.).
7. Diesel Retrofit Program Rules—On December 21, 2007, a launch meeting was held for revisions to the Diesel Retrofit Program rule (N.J.A.C. 7:27-32) to require the installation and use of best available retrofit technology on tailpipes of regulated school buses, in addition to closed crankcase ventilation systems (CCVS) on the engine. The rule amendments are planned to be proposed this spring and adopted this fall. NJDEP also plans to encourage and approve early retrofits this summer, prior to the rule adoption, focusing on urban areas. The proposed amendments will require Best Available Retrofit Technology that reduces fine particles by at least 85%. The rule proposal will exempt those model year buses that will operate for less than two years after the installation of the retrofit device to ensure emissions reduction benefit. The regulated school buses will be required to have the retrofit device installation

verified by the Motor Vehicle Commission's School Bus Inspection Unit during a regularly scheduled inspection within one year of installation.

8. Bill to Reduce Emissions from Ocean Going Vessels—The "Marine Vessel Emissions Reduction Act" (S.1499) would require ships to utilize cleaner fuel or air pollution control technology close to land (200 miles or less) and establishes deadlines for the USEPA to set engine emission standards for NOx and PM. On January 28th, representatives from California South Coast Air Quality Management District and the Port Authority of New York and New Jersey met with Congressman Pallone. Assistant Director Salmi represented the NJDEP at the meeting. The Senate Environment and Public Works Committee held a hearing on the Bill on February 14th. Commissioner Jackson testified at that hearing. The Bill addresses an important part (the vessels in transport) of the Port strategy under development by the Department. At least one major shipper in NJ already uses low sulfur fuel in California and has indicated it would be feasible to do the same on the East Coast. The Division of Air Quality recommended supporting the Bill.
9. Teterboro Airport Air Quality Evaluation Study—A public meeting was held on February 11. The study is available at http://www.state.nj.us/dep/dsr/teterboro/.
10. Air Program Outreach Initiatives—1) Webpage highlighting air quality issues with wood burning and for burning safely and efficiently to reduce the impact on the environment and human health; news article: http://www.ahherald.com/content/view/3433/2/. 2) WebPages are being developed for the National Air Quality Awareness Week scheduled for April 28 through May 2, 2008 to coincide with the beginning of the ozone season.
11. Dry Cleaners Hearing (Perc)—The hearing took place January 18. Over 100 dry cleaners attended, aided by a Korean interpreter. The near-term impact is dry cleaners located in strip malls and residential areas. The long-term impact would be the prohibition of the use of perchloroethylene (perc) after 2020.
12. Mercury—The US District Court overturned USEPA's mercury rule, a win for states and environmental groups. Next step should be a federal Maximum Achievable Control Technology (MACT) standard.
13. Refinery Odor—Numerous complaints of odors in southern New Jersey in early January were traced to the Valero Refinery in Delaware, using back trajectory analysis. Greg John of the Air Quality Evaluation section did the analysis using the location of complaints provided by the Air Quality Enforcement program. The Enforcement Program confirmed with the Delaware Air Program that there was significant release of sulfur compounds on this day as a result of an upset.

Assessment of Biomass Energy Potential in New Jersey

Presented by David Specca, Acting Director, Rutgers EcoComplex: (See Attachment 2, distributed at meeting)

- The four major goals of this project were to:
  -Assess the characteristics and quantity of New Jersey's biomass resources;
  -Assess technologies (commercially or near commercially available) that are capable of producing bioenergy, in the form of electric power and transportation fuels, from New Jersey's biomass resources;
  -Develop the first statewide mapping of waste/biomass resources and bioenergy potential;
  -Develop policy recommendations for moving New Jersey into the forefront of bioenergy innovation.

- Research yielded six major findings about New Jersey's biomass resources.
  -New Jersey produces an estimated 8.2 million dry tons (MDT) of biomass annually;
  -Approximately 5.5 MDT of New Jersey's biomass could ultimately be available to produce bioenergy;
  -Almost 75% of New Jersey's biomass resources produced directly by state's population, majority in solid waste (e.g., municipal waste).
  -Agriculture and forestry management also important potential sources of biomass;
  -New Jersey's estimated practically recoverable biomass resource of 5.5 MDT could deliver up to 1,124 megawatts of power;
  -Large proportion of waste-based biomass supports recommendation that New Jersey Pursue development of energy from waste industry.
- A range of biomass resources were examined and divided into five categories based on physical characteristics: sugars/starches; lignocellulosic biomass; bio-oils; solid wastes; and other wastes.
- A screening process was developed to estimate how much of New Jersey's theoretically available biomass might be recoverable. The results indicate that approximately 5.5 MDT (~65%) of New Jersey's biomass could ultimately be available to produce energy, in the form of power, heat, or fuels.
- Mapping out a strategy for effective biomass resource utilization is a valuable next step for New Jersey to understand the actual potential.
- An early part of the project design was to identify the leading biomass to energy conversion technologies that should be evaluated
- Technology development and commercialization proceeds through a number of basic states.
- Thirteen bioenergy applications were included in the analysis
- By 2010 and 2015, cost reduction potential should bring additional biopower technologies into the realm of commercial application.
- Market transformation will occur once the technological and infrastructure capabilities exist and can function in an economically viable and environmentally sustainable fashion.
- A unique Bioenergy Calculator and interactive biomass resource database was developed to aggregate all biomass and technology information.
- Full Report and Bioenergy Calculator are available on-line at: njaes.rutgers.edu/bioenergy.

NEW BUSINESS/OLD BUSINESS

- Public Hearing—Pam Mount suggested two additional speakers; Sub-committee to determine length of time for speakers.
- Vice-Chairman called for motion to adjourn the meeting. John Maxwell made the motion to adjourn, seconded by Toby Hanna. The meeting was adjourned at 12:00 p.m.

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ARTICLES OF INTEREST

- News Clips

NEXT MEETING

March 12, 2008, 9:30 a.m., NJDEP, 401 E. State St., Commissioner's Conference Room, Trenton, NJ